

IN THE CLAIMS:

1. (Currently amended) A deformation element, ~~in particular~~ for use in motor vehicles, ~~said deformation element~~ comprising:
a first base part ~~and a second base part~~, ~~said first base part~~ including having at least one tapered protrusion ~~which tapers starting extending~~ from said first base part; and ~~said~~
a second base part ~~including having~~ at least one recess corresponding with said at least one tapered protrusion, wherein said at least one recess ~~which tapers~~ from a front side to a rear side thereof ~~and is associated to said protrusion~~.
wherein said at least one tapered protrusion penetrates into said at least one recess against an increasing deformation force applied by said at least one recess to deform said at least one tapered protrusion
2. (Original) The deformation element according to Claim 1, wherein said protrusion has the shape of a truncated cone.
3. (Original) The deformation element according to Claim 1, wherein said protrusion has the shape of a truncated pyramid.
4. (Original) The deformation element according to Claim 1, wherein said recess has the shape of a truncated cone.
5. (Original) The deformation element according to Claim 1, wherein said recess has the shape of a truncated pyramid.
6. (Currently amended) The deformation element according to Claim 1, wherein an angle between a side surface of said protrusion and a middle axis of said

protrusion ~~include the same angle~~ is substantially the same as an angle between ~~as a side~~ surface of said recess and a middle axis of said recess.

7. (Currently amended) The deformation element according to Claim 1, wherein an angle between a side surface of said protrusion and a middle axis of said protrusion ~~include a larger~~ is larger than an angle between ~~as a side surface of said recess~~ and a middle angle of said recess.

8. (Currently amended) The deformation element according to Claim 1, wherein an angle between a side surface of said protrusion and a middle axis of said protrusion varies to form an irregular shape.

9. (Currently amended) The deformation element according to Claim 1, wherein an angle between a side surface of said recess and a middle axis of said recess varies to form an irregular shape.

10. (Original) The deformation element according to Claim 1, wherein a cross-section of a front face of said protrusion is small than a cross-section of a front surface area of said recess.

11. (Original) The deformation element according to Claim 1, wherein a cross-section of a foot surface area of said protrusion is larger than a cross-section of a front surface area of said recess.

12. (Currently amended) The deformation element according to claim 1, wherein said ~~two first and second~~ base parts are each configured like a plate ~~and,~~ wherein the first base part comprises a plurality of protrusions and wherein the second

base part comprises a plurality of recesses corresponding to said plurality of protrusions;
respectively.

13. (Original) The deformation element according to Claim 1, wherein said second base part is made of a material that is softer than a material of said protrusion.

14. (Original) The deformation element according to Claim 13, wherein at least one of said base parts is made of a foamed plastics material.

15. (Currently amended) The deformation element according to Claim 1, wherein one of said base parts is adapted to be attached to a car body outer part.

16. (Currently amended) The deformation element according to Claim 1, wherein one of said base parts is adapted to be attached to a lining piece for a vehicle interior space.